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Telegrams.

THE PLAGUE.

DIVERSION OF FUNDS.

["SHUNG PO" SERVICE.]

Peking, March 14.

The plague has completely disappeared from Peking.

The Board of the Interior proposes to divert the funds sanctioned for plague measures to the Medical Association.

The President, at the Sanitary Board yesterday, said that the papers had been circularised so that they might know the present condition of the plague in the north. He had nothing further to add. The last information was that Taku and Tientsin had been declared infected ports. However, he understood that the Siberian mail was going through again and that first and second class passengers were no longer subjected to quarantine.

The plague epidemic having entirely disappeared from Kwantung province, the authorities at Shanghai and Kioochu no longer regard Dairen as a plague-infected port, but, says the "Mainichi" correspondent at Dairen, vessels from Dairen are still invariably subjected to a few days' quarantine detention at Chefoo, which port is under Chinese jurisdiction. As a result shipping circles at Dairen have made arrangements not to send their vessels to Chefoo for the time being, and have made the intermittent services to Weihai-wei regular runs.

Passengers from Europe to Peking via Siberia are now subjected to medical inspection only at Mukden and Shanhaikwan on the Peking-Mukden Railway, the quarantine detention to which they have hitherto been subjected having been abolished. In response to a request by the Japanese Minister to China, it has also been decided to accord similar treatment to passengers bound for points south of Mukden from Japan and Shanghai, and those bound for Peking from Korea.

FISHING COMPANY FORMED.

["SHUNG PO" SERVICE.]

Peking, March 14.

The Commercial Fishing Company has been started in Fukien.

PRINCE CHING IMPEACHED.

["SHUNG PO" SERVICE.]

Peking, March 14.

Prince Ching has been impeached for failing to perform his duty and losing China's prestige.

The Prince Regent intended to send a deputy to investigate the whole matter, although one of the Grand Councilors strongly objected to the idea.

The matter has now, however, been dropped.

Telegrams.

MACAO.

SEVERAL WIRES DESPATCHED.

["SHAT PO" SERVICE.]

Peking, March 14.

The Board of Foreign Affairs has received several telegrams regarding the Macao delimitation questions.

The course likely to be taken in the matter has not been decided.

["SHUNG PO" SERVICE.]

Peking, March 14.

His Excellency Chang Ming Chi, the Viceroy of Canton, has telegraphed to Peking for the third time for instructions, as he is at a loss to deal with the Macao delimitation questions.

A meeting was held at the Board of Foreign Affairs to consider the matter but no decision has been arrived at.

TRANSFER OF VICEROYS.

["SHAT PO" SERVICE.]

Peking, March 14.

It is reported that the Viceroys of Chili and Nanking will be transferred.

CHINA'S VOLUNTEERS.

["SHAT PO" SERVICE.]

Peking, March 14.

The Grand Council has telegraphed to the Shanghai Taotai urging him to investigate into the objects of the Volunteer Corps, which was organized by the Commercial Union.

NATIVE RISING IN YUNNAN.

TROOPS DESPATCHED.

["SHAT PO" SERVICE.]

Peking, March 14.

The Peking Government has telegraphed to the Governor of Kwangsi to send troops to suppress the native risings in Yunnan.

Peking, March 14.

Owing to the continued obstinacy of the Viceroy of Yunnan, the Grand Council intends to remove him.

Telegrams.

RUSSIA AND CHINA.

PLANS FOR THE MONGOLIAN RAILWAY.

["SHUNG PO" SERVICE.]

Peking, March 14.

The Chinese Minister at St. Petersburg has telegraphed to Peking stating that the Russian people are secretly considering plans for the construction of the Mongolian Railway.

He urges the Central Government to have the route of the proposed railway drawn up, so as to prevent the Russian plan being carried out.

Peking, March 14.

According to the old treaty, Russia is allowed to station a number of soldiers in Kulum and Heilungkiang for the protection of the Russian merchants. These soldiers have now increased two fold.

The Board of Foreign Affairs has lodged a protest with the Russian Minister at Peking, but up to the present no reply has been received.

London, Mar. 6.—Dealing with the fact that in the notification sent to Russia in reply to the recent Ultimatum China did not press for the revision of the Russo-Chinese Treaty of 1881, the "Times" correspondent at Peking expresses the opinion that this was due to China's fear that Japan might demand similar privileges in South Manchuria to those stipulated in the Agreement between Russia and China. The correspondent adds that certain influential persons have openly declared that it is Japan that instigated Russia to take this step in order to strengthen her position.

London, Mar. 6.—The Tientsin correspondent of the London "Times" reports that the Chinese Government has notified the Russian Government that it does not wish to revise the Treaty of 1881. This sudden change in the attitude of the Chinese Government is due to the suspicion it entertains regarding the attitude of the Japanese Government towards the difficulty between Russia and China, and also to a fear that, if the Treaty be revised, Japan and all other Powers will certainly demand similar commercial privileges to those obtained by Russia in the new Treaty. Recent events show that the policies of Japan and Russia in Manchuria do not seem to be so much in accord as had been anticipated.—"Jiji"

AVIATION AT SHATIN.

DETAILS OF THE THREE DAYS PROGRAMME.

By the courtesy of the Far East Aviation Co., (Messrs. Arndt and Co.), we are able to publish the full details of the programme of the aviation meeting which begins on Saturday at Shatin. As will be seen from the advertisement in our columns, on the first day Mr. Charles Van den Born opens his flights—the first in Hongkong—with a dipping salute to H.E. the Governor. Then follows an exhibition of diving from a height. This is a daring feat, and gives onlookers the impression that the aviator is about to sustain a dangerous fall. A Chinese passenger will next be taken up by the airman, and after that an officer of the garrison will accompany Mr. Van den Born. The last event of the first day will be a passenger promenade above the Bay.

On the second day Mr. Van den Born will first give an interesting exhibition of the uses of the aeroplane in warfare. With an officer again as passenger, bombs will be dropped from the aeroplane on to various designs below, one representing the outlines of a battleship. Secondly, the aviator will go through a variety of movements, including figures of eight, circling right and left and planning to the ground. At 3 p.m. he will ascend to a height of 600 feet, stop the motor and then glide to the ground. An exhibition in control will follow, the aviator ascending and returning to the same spot. Two flights with passengers will conclude the day's programme.

On Monday the strength of the machine will be tested, a flight with a passenger weighing 200 lbs. opening the proceedings. After that the aviator will attempt to rise from the ground within 200 yards of his starting point. After that will come the "lottery flight." Every visitor holding a ticket will receive a number, these will be raffled, and the winner will be entitled to a free ride with Mr. Van den Born. The winner can transfer his right to fly, or postpone it until the following day. Exhibition flights—sharp curves, circling, dipping, diving, planning—will then follow, and the meeting will conclude with two passenger flights.

The aeroplane may be inspected from 9 to 11 a.m. on the 18th, 19th, 20th and 21st. Photographers must obtain permission to take "snaps" of the machine.

We publish to-day a photo of Mr. Van den Born, ready for his flights, when in Saigon. It is interesting to note that "Bud" Moss and Mr. Van den Born used Pratt's motor spirit, as supplied by the Standard Oil Company. They have never had any trouble with it.

Telegrams.

FRENCH COMMISSIONER.

ARRIVES AT TIENTSIN.

["SHUNG PO" SERVICE.]

Peking, March 14.

The French Commissioner despatched for the consideration of educational and frontier questions, arrived at Tientsin yesterday.

ECONOMY IN PEKING.

EXPENSES TO BE CURTAILED.

["SHAT PO" SERVICE.]

Peking, March 14.

The Grand Council, in considering the estimates of the budget, intends to remove all superfluous officials, in order to curtail the expenses.

CONQUEST OF THE AIR.

CHINA CURIOUS.

["SHUNG PO" SERVICE.]

Peking, March 14.

Prince Tao intends to send a military officer to Shanghai to inquire into the uses of an aeroplane.

Telegrams.

RESTRAINING THE CHINESE.

["SHUNG PO" SERVICE.]

Peking, March 14.

The Army Board has issued a proclamation prohibiting the people from organizing corps for the Imperial Body Guards.

QUEUELESS STUDENTS.

["SHUNG PO" SERVICE.]

Peking, March 14.

The Superintendent of the schools at Hupoh has issued a proclamation ordering the students to grow their hair again under penalty of expulsion.

CHOSEN.

GOVERNOR NOT TO HAVE ANY LEGISLATIVE POWERS.

["INDEPENDENT NEWS" AGENCY.]

Tokio, March 15.

The Governor of Chosen (Korea) is not to have legislative powers.

A bill involving the post facto consent of Parliament to any legislative measures the Governor might deem fit to pass, was agreed to by the Upper House a few days ago, but on coming before the Lower House yesterday it was summarily rejected.

Telegrams.

JAPANESE SUFFRAGE.

GENERAL BILL IS APPROVED.

["INDEPENDENT NEWS" AGENCY.]

Tokio, March 15.

The General Suffrage Bill, which passed the Lower House the other day, was approved at a meeting of the Committee of the Upper Chamber yesterday.

"THE FOLLIES."

As was anticipated, a good house assembled at the Theatre Royal last night to see and hear the "Follies" on their return from the Philippines. The fun throughout the evening waxed fast and furious, the audience showing their appreciation by being decidedly demonstrative. Once or twice during the evening the redoubtable "Henry" sent a convulsive thrill through the house by impromptu jokes at the expense of a member of the audience, whose risible faculties seemed to be irrepressible. The programme which was presented last night had already been enjoyed before but there is a charm about Mr. Polissier's selections combined with the performance of the "Follies" which invests the pieces with perennial freshness and precludes the possibility of tiring of the selections. The burlesque of a London East End music-hall was screamingly funny. It is seldom that a combination of such all-round merit as the "Follies" comes our way.

HOME POLITICS.

OLD AGE PENSIONS.

London, March 5.—In the House of Commons Mr. Hobhouse, the Under-Secretary of Finance, has reported that as the result of the working of the Old Age Pension Act, the burden on the local self-governing bodies has been reduced to the extent of £1,500,000 sterling.



Intimations.



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Hongkong, 7th July, 1910. [23]

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Ordinary business communications should, be
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The Editor will not undertake to be responsible for
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cents (for cash only).

The object of this paper is to publish
correct information, to serve the truth
and print the news without fear, or
favor.

THE
Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 15, 1911

REVERSING THE MIRROR.

The somewhat startling news
has reached Hongkong of the
establishment at Paris by
Chinese of a factory, equipped
with Chinese made machinery,
manned by Chinese and dealing
with Chinese products. The
factory produces semi-artificial
food something like the nutritive
pills of the late Professor Berthelot,
and is established on a very
firm financial basis, no less a sum
than £80,000 having been sub-
scribed by the promoters. The
principal spirit in this concern is
a young Chinese named Li Yu
Ying, who is an expert chemist,
engineer and scientific farmer,
and a former student of the
Pasteur Institute. Two of our
Chinese workmen were sent from
Tientsin to Paris, and the number

of all eatery substantiated which
they are exporting is said to be
astounding. They include milk,
chocolate, coffee, oil, jellies, flour,
bread, biscuits, cakes, sauces and a
variety of vegetables, all of an ex-
ceedingly nutritive and pleasant
nature. This is showing the
world the reverse of the mirror
and carrying the commercial war
into the camp of the West with a
vengeance! We have become so
accustomed to thinking of China
as a country with little initiative
and less organising ability that
it is with almost a shock that we
realise of such a concern as that now
flourishing at Les Valles, and its
success should certainly have the
effect of turning our thoughts
seriously to what must now be
recognised as the imminent en-
trance of the Chinese into all com-
mercial competition. We must
re-focus our mental vision in the
light of this food-factory, for it
is a symbol of the great change
which is taking place at our
doors. Perhaps the most striking
feature in connection with the
factory is that machinery of
Chinese manufacture and inven-
tion is employed, for it is
generally recognised that it is
machinery that China most
urgently needs. If she is capable
of inventing and turning out that
necessary for such work as is
being done at Les Valles, we may
be sure that she will not long be
dependent on the importer. We
must all welcome this indication
of Chinese ability, commercial
acumen and initiative, but, at the
same time we must not lose sight
of the fact that it is a lesson to us
of the necessity, as we have said,
of readjusting our views with
regard to progress in our great
neighbour.

PLAGUE AS A FRIEND.

The plague which recently
ravaged North China was regarded
as a terrible visitation, by one
and all as a terrible visitation. It
is rather startling to read of it
being hailed as the friend of man.
This has been done by a writer in
a contemporary. After expressing
the opinion, which the facts prove
correct, that medical science would
"knock it out in the second round,"
the writer goes on to point out
that such a result, fortunately,
would not have been attained in
the days of old. For instance, one
single plague wiped out between
a third and a half of the popula-
tion of Europe—and it was only
one plague among many, though
it was one of the worst. These
great extirpations of the
human race have their uses, as we
must admit after studying the
following facts. Last century the
people of England discovered how
to fight epidemics with a certain
amount of success, and in that
century the population of Eng-
land and Wales increased from
something like 8,000,000 to
32,000,000. In other words dur-
ing a single century the country
raised four times as many people
and that despite heavy emigra-
tion as in any century of which
we have records. If sanitation
and medical science had been as
perfect in the reign of Edward
the Confessor, when the popula-
tion was supposed to be only
2,000,000, and if the birth-rate
had been at the same level as
now, England would now have
512,000,000 inhabitants, which
would have been a wild absurdity.
It would mean more than
8,000,000 people to the square
mile, or 10,000 to the acre! Had
it not been for the various
plagues of the Middle Ages we
would now be paying ten
shillings a crumb for bread,
—that is, provided we could
find space in which to bake
it. Looked upon in the light
of these figures we must re-
gard plague as the kind but

sovereign schoolmaster who punishes
us for our own good, and cer-
tainly it is difficult to realise how
man will deal with the enormous
problem of increasing and over-
whelming population which con-
fronts him if some such visitation
was not periodically possible.
The growth of medical science is
so great that we may look forward
to the banishment of all sickness,
but if our birthrate keeps up, this
will literally "improve" us off the
face of the earth, since the earth's
capacity for supporting life is
limited. We are not Malthusians,
but that economist seems to have
foreseen the day when man will
be packed as close as sardines and
to have preached his gospel re-
cordingly. It is paradoxical, but it
would appear to be a fact that
longevity and practical immunity
from sickness would in time make
life impossible.

HONGKONG DAY
BY DAY.

Miss Eva Gauthier, the talented
Canadian contralto, will give a
concert here shortly.

The U.S.S. Samar was expected
to arrive at Hankow on the 5th
inst. to relieve the Villalobos.

H.M.S. Britomart was to leave
Hankow on the 6th for Shanghai
en route to Hongkong, where she
will be installed with wireless
telegraphy.

Baron Mumm, the German
Ambassador, was expected to leave
Tokyo for home on the 11th inst.
His successor, Count Rex, will
arrive at the capital on April 1st.

On the 3rd there were three
gunboats in Hankow, namely, the
Kinsba, the Cadmus and the
Nightingale. The Chio left for
down river on the 3rd.

Dr. Willoughby, fifty years old,
said to be a son of the late Lord
Willoughby de Eresby, was
burned to death at the Kanagawa
Institute Asylum, Yokohama, on
the 6th.

The Standard Oil Company
have been successful in securing
land on the British Concession,
Kowloon, and there intend to
erect residences for the staff, gar-
dens, offices, etc. The plot is
excellently situated, and lends
itself to the erection of imposing
buildings.

The Hon. Treasurer of the Alice
Memorial and Affiliated Hospitals
begs to acknowledge with thanks
the following donations to the
funds of hospitals:—Butterfield
and Swire, \$100; Jardine Mathe-
son and Co., \$100; E. D. Sassoon
and Co., \$100; D. Sassoon and Co.,
\$100; Raiss and Co., \$100;
Arnhold Karberg and Co., \$50;
Carlowitz and Co., \$50.

The Peking correspondent, to
the "China Critic" writes:—I
learn that, last Saturday, a limited
company has been constituted for
the purpose of publishing a
purely foreign paper in Peking.
A first-class plant is to be or-
dered from Europe and, besides
the printing of the paper, job
printing is to be catered for and
a well assorted stock of stan-
dard stationery will be kept. Decidedly
a much-needed innovation, es-
pecially as it seems that a book-
selling department is to be added
also.

The development of the pro-
vinces of the Mekong valley con-
tinues to be discussed in the Press
of French Indo-China. On the
subject of the railway, the con-
sensus of opinion seems gradually
coming to be that France should
make her own railways in her own
territory and let Siam do the same
in hers. In any extension of her
railway system to the East, says
the "Bangkok Times," Siam is of
course strictly bound by the pre-
visions of the Treaty with France,
and will arrange with the Govern-
ment of that country with regard
to the personnel and the capital
required, so far as they are not
exclusively Siamese.

Mr. N. K. Davidson, manager
of Wilson's water factory,
and an old resident in the Far
East, returned to the colony
yesterday after undergoing an
operation at home.

There arrived in Singapore, on
the 6th, the steam-trawler Gwalia,
formerly of London, but now the
property of Japanese owners, to
whom she has been sold. She is
a craft of 110 tons, and is on her
way to Kobe.

At the annual meeting of Messrs.
Fraser and Neave, Ltd., Singapore,
the Chairman proposed that a
dividend of 15 per cent. and a
bonus of 5 per cent. or together
20 per cent. on the old capital of
the Coy. (making with the interim
dividend paid in November last
33 per cent.) be paid, absorbing
\$45,000.

The Mrs. Conell (Captain Scott),
went into Kowloon Dock to-day
for repairs. It will be remem-
bered that some days ago she struck
something in the fairway behind
Stonecutters, and it is believed
that it must have been a capsize
junk, loaded with stone. Some
damage was sustained, as the
vessel was leaking.

The presentation of prizes to
successful competitors at the
annual prize meeting of the
C.F.S.R.A. will be made by Major-
General C. A. Anderson, C.B., at
4.30 p.m. on Saturday, the 18th
instant, at King's Park Range.
The "Affinity" competition will
take place at 2.30 p.m. on the
same date.

Two more cases of possession of
illicit opium are being prosecuted
by the local police, says the
"Pork Pioneer." This folk of
crime seems to be very frequent,
and is quite a commentary on the
great moral idea of the purification
of the Chinese by reducing his
allowance of opium. Restriction
has rarely proved efficacious and
already the increased price and
restricted output is leading to
increased illicit trading.

NEWS FROM THE
NORTH.

A certain native engineer of
Hupoh, in the Hankow arsenal,
bought from Germany last year
two guns of the latest pattern
capable of discharging 1,000
cartridges per hour. After a
time, to his own satisfaction, he
made a number of guns himself
of a type similar to those he had
ordered from abroad. Owing to
friction with the foreign chief
engineer, the native inventor was
compelled to resign. To carry
his efforts further, he has now
succeeded in manufacturing guns
capable of discharging 10,000
cartridges per hour. He has
been offered the sum of £6,000
by a number of Chinese merchants
for the sale of his rights to them.
The capabilities of the guns have
been tested and found to be satis-
factory.

A peculiar sickness is raging
in Peking at the present moment.
The symptoms can only be detected
by the red colour in the faces
of the victims. A large number
of the Imperial Guards are laid
up with this complaint. The
disease is known as the "red
monkey" disease.

It is reported that the Peking
Government intend to send a de-
puty to negotiate a big loan from
four foreign countries for the de-
velopment of the Three Eastern
Provinces. The object of this loan
is to get the countries interested
to come forward, and thus re-
vent China from losing Man-
churia.

A few days ago, an European
school master and a lady went
out shooting in Hupoh, with some
hounds. On the way the hounds
were barked at by some Chinese
dogs and a fight ensued. The
European opened fire at the
Chinese dogs, but missed. His
aim, and the bullet struck a small
Chinese boy in the head. In a
state of excitement the Chinese
threatened to kill the foreigners,
and the police had to interfere.
The boy was taken to the hospital
in a dying condition. The boy's
father, a Taoist of the place, re-
ported the matter to the Viceroy.
It is reported that the Viceroy has
written to the Consul responsible
for the offender to have him
overseer punished.

SUPREME COURT.

IN ORIGINAL JURIS-
DICTION.

The native administration suit
in which Pang Chung Tong sued
the administrators of the estate of
Pang Sai Kai deceased, came on
again on adjournment before the
Chief Justice this morning.

Mr. M. W. Slade, K.C., instructed
by Mr. Bulmer Johnson, was for
the plaintiffs. Mr. Eldon Pot-
ter, instructed by Mr. F. X.
D'Almeida, appeared for the first
defendant, and Sir Henry
Barkley, K.C., instructed by Mr.
O. Wilson, was for the second
defendant.

In answer to his Lordship on
the question of the nature of the
relief sought for, Sir Henry said
that his clients had been made
parties to the present action.
They were preparing to bring
an action themselves, in fact to
start an "original" suit, when
they were subjoined. If
Counsel had the Lordship's per-
mission he would file a counter-
claim.

His Lordship gave leave for a
counterclaim to be filed.
The widow of the deceased was
then cross-examined by Mr. Slade
at some length. Pressed on a
particular question by Counsel,
witness exclaimed:—"What do
women know anyhow?"

Mr. Slade abruptly sat down.
Other witnesses were then ex-
amined.

IN SUMMARY JURISDICTION.

In the Summary Jurisdiction
Court this morning before Mr.
Justice Hazlewood, See Wo sued
Cheung Cheung Nis Cheong Sin
Ho of 31, Quine Road for \$60.00
for goods sold and delivered. Mr.
Golding appeared for the plain-
tiff. Defendant did not put in
an appearance. Proof of service
having been given, his Honour
gave judgment for the plaintiff
with costs.

Ip Ching Ng sued the same
defendant for \$100, being for
money lent. Mr. Dixon appeared
for the plaintiff. Defendant did
not appear. On proof of service
being given, his Honour gave
judgment for the amount claimed,
\$100, and \$12.40 costs.

FIRE INSURANCE.

PROTEST BY THREE
FIRMS AT SHAMEEN.

[The "TELEGRAPH" CORRESPONDENT.]
Canton, March 15.

Messrs. Butterfield and Swire,
Carlowitz & Co., and Renter
Brockmann have communicated
with their respective Consuls at
Shameen regarding the scan-
dalous methods employed by the
Chinese in obtaining money in
respect of fire insurance.

In their communications they
state that at the close of last year,
many cases of arson came to their
notice, as the houses which were
burnt down had been insured with
them. The three firms request
the Consuls to refer the matter
to the Canton Viceroy in order
that the local authorities of the
places where such practices have
been common, may institute en-
quiries and bring the culprits to
justice.

The Consuls accordingly have
written to the Canton Viceroy on
the subject, and His Excellency
has instructed the Taoist of
Constabulary to notify the fire
brigades to draw up a list of re-
gulations.

His Excellency, however, thinks
that the fire insurance offices
should not grant policies on pro-
perty outside the limits of treaty
ports and he asks the foreign Con-
suls to notify their nationals to
this effect.

THE BIGGEST PORT.

A discussion has been going on
in the home papers as to which of
the great shipping ports of the
world is the biggest.

Several declared that Hamburg
had outdistanced London, but
the "Mail" explodes this fallacy
by pointing out that whereas the
Germans reckon clearance and
entrances together, London reck-
ons only entrances.
The correct figures for 1909
are these: London, 18,376,000
tons; Hamburg, 12,184,000 tons;
Antwerp, 11,940,000 tons; Liver-
pool, 10,914,000 tons; Rotterdam,
9,650,000 tons; Madrid, 9,145,000
tons.

The shipping trade of the port
of London increased at more than
twice the rate of the shipping of
the whole German Empire.

LICENSING BOARD.

THIS AFTERNOON'S
MEETING.

A meeting of the Licensing
Board was held this afternoon at
the Council Chamber, the Hon.
Mr. W. Brown presiding. The
other members present were
Messrs. A. Shelton Hooper, A.
M. K. Nio, Hon. Mr. A. M. Thom-
son, Hon. Mr. E. Osborne, and T.
F. Hough, with the acting sec-
retary, Mr. P. H. H. Craig.

An application was considered
of transferring the Hongkong
Hotel licence from A. F. Davies to
J. H. Taggart.

The application was granted.

LOG BOOK.

THE CHINO-SIAM S. N. CO.

On the 28th, the case in which
Piya Ratsadi, Luang Riddhi,
Luang Chit Chamnong, and
Luang Phinit petitioned the Civil
Court, Bangkok, to wind up the
Chino-Siam Steam Navigation
Co., was down for hearing. The
cause alleged for the petition was
that the Company had not carried
out certain provisions in accord-
ance with the terms of their
charter.

The case was withdrawn by the
plaintiffs, and, at the same time,
another action in which the Com-
pany sued the Chino-Siamers
Bank for Tes. 5,000 damages for
wrongfully dishonouring a cheque
was also withdrawn as part of the
same settlement.

The irregularities mentioned in
the first petition were alleged to
have occurred when the Company
was first formed. Recently a new
board of directors was appointed.
Mr. S. Brighthouse appeared for
the petitioners and Mr. A. E.
Baguley for the Company.

The German steamer Hilary
arrived in Nagasaki recently from
Kobe and was transferred to the
Fukagawa-Unyu-Kaisha, of Saga.
She is of 1,276 tons net, and was
built in 1889.

The British steamers Indrani
and Indrapura, both well-known
in these waters, of about 8,000
tons deadweight capacity each,
have been sold through Messrs.
Samuel Samuel and Co., Ltd., of
Kobe, and will be shortly trans-
ferred to the Japanese flag.

The result of the withdrawal of
the petition for the compulsory
winding up of the Chino-Siam
Steam Navigation Co., has been
the re-chartering of the steamer
Childar, Haldis, Halvard and
Drufer for a period of twelve
months at \$100 more than the
ships received for the previous
twelve months, says the "Bang-
kok Daily Mail." Negotiations
are proceeding for the re-charter-
ing of the steamer Thordis also.

The Seang Company, a Chinese
firm of Rangoon, who own the
"Glenogle" and the "Seang
Boe," running in the coolie trade
between Rangoon, Ponnang, Singa-
pore, and China ports, has just
acquired from the Bibby line an-
other steamer which has been
named the "Seang Choon."

We understand (says a Bang-
kok paper) the s.s. Prominent is
not re-chartered by Messrs. Joo
Seng. Her charter expires with
this voyage. The ship has been
chartered by the China Merchants
Co. of Shanghai and on her voyage
thither she will call at Singapore
for a cargo of wood for her port of
destination.

The end of February began with
a little more activity in the Bang-
kok shipping trade. Freight to
Hongkong increased and three
new steamers arrived on charter
for a voyage each to carry cargoes
to Hongkong. They are the
British s.s. Hopanz which has
been chartered by Messrs. Joo
Seng Forest Co., the Nor. s.s. Ulu
chartered by Messrs. Koh Mah
Wah & Co., receiving \$28 cents
per picul and the Nor. s.s. Loyah
which received \$25 cents per
picul.

Mr. J. O. Power, acting chief
accountant of the Chinese section,
Canton-Kowloon railway, is pro-
ceeding to-morrow afternoon by
the Anhui to Nanking to take up
the position of chief accountant
on the Tientsin-Pukow Railway
(southern section). He has been
in Canton for two years.

DISSOLUTION OF WELL-
KNOWN CHINESE
CONCERN.

SHIPS TO BE AUCTIONED.

We understand that steps are
in progress to wind up the well-
known and long long-established
business of Messrs. Wee Bin and
Co., of 100 Market St., as at pre-
sent exists, says the "Straits
Times." The firm have been for
many years large steamship, prop-
erty and rice-mill owners, and
were also the proprietors of the
Central Engine Works which,
it is stated, have been disposed of
to Mr. J. Hamilton, the manager.
A private limited liability com-
pany is in process of forming to
take over this engineering con-
cern.

The firm's steamships are large
vessels plying between Rangoon,
the Straits and China, mostly in
the coolie carrying trade. Some
of them, the Hong Moh, Hong
Wan I, Hong Boe and Glenfal-
loch, will be sold by auction on
the 28th inst., or will be disposed
of privately. Several smaller ves-
sels, running between Singapore,
Sourabaya and the Moluccas, will
also be sold. The Ban Poh Guan
and the Nam Yung, it is said,
have been sold to Mr. Chow
Chong Hing, of the shipping
firm Hoap Eng Moh, of Telok
Ayer Street. They will be taken
over some time this month and
will be placed on their usual run,
between the Straits and Java
ports.

The firm's other property will
be sold by auction and their rice
mill at Havelock Road, which is
at present let to another firm, will
also be auctioned on the 28th
inst. A large attendance is an-
ticipated at the sale of the steamers,
but it is believed that the part-
ners will bid for the steamers with
the intention of placing their
purchases on the usual run. The
firm of Hoap Eng Moh, which
bought the Ban Poh Guan and
the Nam Yung, is well-known to
belong to Mayor Qai T'iong Han,
of Samarang. With the addition
of these two steamers, the gentle-
man referred to will control a
large shipping business. Some
years ago, it will be remembered,
the Tan Kim Tin line of steamers
passed into his hands, and latterly
the Edendale, also belonging
to Singapore, was bought by him.
He will now have four steamers
on the Java run, two on the
Moluccas run and two large ves-
sels on the Java, Singapore and
China run.

POLICE COURT.

Four boat women were fined
\$5 each for obstructing the Wing
Lok Street wharf steps yesterday
morning, and another was fined
\$3 for obstructing the southern
fairway early this morning.

A Chinese was charged with
breaking into No. 35, Uli Hing
Lane, and stealing a jacket. The
culprit was arrested in Spring
Garden Lane. Case remanded.

A coolie was sentenced to two
months' hard labour and six hours'
stocks for the theft of clothing to
the value of \$10, from a house in
West Point.

Two men were charged this
morning with behaving in a dis-
orderly manner in Kennedy Town.
It appears that these two men
went on board a French ship
lying off Kennedy Town, and
gambled with the coolies on board.
They took money from the coolies
and left. The coolies followed,
and a row ensued. The case was
remanded.

Fourteen house owners were
summoned this morning for not
limit washing their houses. A
fine of \$5 each was inflicted.

BILLIARDS.

The last two games between
the Hongkong Volunteer Corps
team and the 87th Company
Royal Garrison Artillery team
were decided at the Soldiers'
Club last night.

The first to play was Capt.
Lammert, of the Volunteers, and
Gunner Bridgwater, of the 87th
Co. The former was in good
form and won by 57 points.

The next game was between
Cp. Bullock and Gunner Redge-
ley. This game was a fine one,
and resulted in a close finish.
When the R.G.A. man had scored
his 250, Bullock was 246.
The total scores are as follows:
—Hongkong Volunteers 1902
points, and the 87th Company
Royal Garrison Artillery 1608
points.

FINANCIAL NEWS.

THE MONEY MARKET.

Writing from London, on Feb. 9, Messrs. Samuel Montagu and Company state:—

The arrivals of bar gold amount to £700,000, of which £210,000 was utilized for India, and, after providing for the trade, the remainder will be taken by the Bank of England. This week that Institution has not found it necessary to offer any inducement in the price to attract sellers.

The net influx during the week amounts to £733,000; there was no demand for India.

It may be remembered that we stated in our annual letter that the period of the Chinese New Year would be a critical one for silver. As the time approached the market became heavy and dull; but a similar influence which no one could foresee, namely, the spread of the plague in Manchuria, lent emphasis to our warning, and has already determined the crisis. It is, of course, difficult to judge to what extent business is, and is likely to be, affected by it, and for that reason, though the calamity is an undoubted and adverse factor in the market, the exact bearing it exerts on the price remains to be seen.

THE PLAGUE AND SILVER.

But its gloomy character may be recognized at a glance by the following extract from the "St. Petersburg Bourse Gazette." It lifts the veil over one town alone, but taken in conjunction with the increasing gravity of the news received daily from important centres of trade in the region affected, cannot fail to attract the attention of those connected with silver, as it does the sympathy of the general reader:—Chinese soldiers have surrounded the plague-stricken town of Pudzian (Manchuria), and prevent all egress. Some 3,800 bodies have been soaked in petroleum and burned. Hundreds are dying in the fields, where the corpses are eaten by dogs and birds.

Information was received some days back that the deaths in this town averaged 150 a day, and that the population had been already reduced from 50,000 to 41,000. Owing to this plague, sales of silver on China account have been made off and ever since business was resumed after the Chinese New Year. These sales had to be taken by a market far from robust, suffering from undigested stocks and from hope deferred of any serious reduction in the Indian Currency silver reserves—so that, as a consequence, prices commenced to fall heavily. A reaction took place after 23 7/8d. for cash was touched on the 6th instant, principally owing to "bear" covering; but something more than this was required to counteract the depressing influences at work, and the 1/8d. recovered was lost the following day. To-day the price for cash has fallen to 23 11/16d., the lowest price since the 18th of March last year.

UNEASY MARKET EXPECTED.

Until the plague abates, or silver reaches a point well worthy of the attention of speculators, we refer to a widespread movement and not that of already tired operators,—or the China exchange is forced so low that the Chinese export trade cannot avoid feeling the stimulus, an uneasy market must be expected. It is possible that the plague would have had a less serious effect on silver if it had not broken out at a period other than that when the Soyabean crop—grown in Manchuria—required handling and financing. Currency returns received the day after the date of our last letter showed an increase of half a crore instead of a decrease as might reasonably have been expected. The amount of India Council bills offered for tender next week by the Secretary of State has been reduced to 80 lacs. Both Shanghai and Bombay show an increase in stocks—the former by the equivalent of 970 bars, the latter by 600. A shipment of £80,000 has been made from San Francisco to Hongkong. The quotations to-day for cash and two months are 5s. 8d. and 11s. 10d. respectively below those quoted a week ago.

ALLEGED FRAUD.

At the Police Court, this afternoon, before Mr. J. R. Wood, Police Magistrate, Lam Pak Leung and Lam Wo were brought up, at the instance of Mr. G. M. Fletcher, Deputy Official Receiver, charged with (1) that the said Lam Pak within two months of an unsatisfied judgment, removed a part of his property, i.e. a sum of \$19,500 with intent to defraud his creditors, the Yee Shun Han-Kee (2) also, that the said Lam Pak knowing that a false debt had been proved by the above mentioned Lam Woo, under the bankruptcy of him, the said Lam Pak failed for a period of one month to inform the trustees thereof.

(3) And also that the said Lam Pak, after a receiving order has been made against him, had not assets available for his unsecured creditors, and for the bankruptcy and administration, amounting together to 25 per cent on the unsecured debts proved in the said bankruptcy.

(4) For that the said Lam Woo aided and abetted the said Lam Pak on different dates at Victoria in removing a portion of the property of the said Lam, that is to say the sum of \$19,500, with intent to defraud the Yee Shun Han-Kee, creditors of the said Lam Pak.

(5) And also that the said Lam Woo, at Victoria, being a creditor in bankruptcy, wilfully and with intent to defraud made a false declaration to the effect that the debtor, Lam Pak, was justly and truly indebted to him in the sum of \$15,500.91.

Mr. H. L. Donny, Sr., Crown Solicitor, prosecuted, and said that as sufficient money had been paid over to the Official Receiver to satisfy the Official Receiver, and meet in full all the creditors of the estate, the Chief Justice had authorised the Official Receiver to withdraw all further proceedings. Counsel thought it right to mention to his Worship that on the 17th January, 1911, the Chief Justice authorised these proceedings against both the defendants, under section 82 of Ordinance 7 of 1891. At the same time the Chief Justice told the Official Receiver that it was not for him to formulate the charges in any way, but that he should consult either the Attorney General or the Crown Solicitor. The charges had been framed by the latter.

The Official Receiver was present in Court, but he had been authorized to withdraw the charge, as the unsatisfied section of the creditors had been satisfied, and sufficient money was forthcoming to satisfy all the other creditors.

His Worship then formally discharged the defendants.

CAPTAIN E. J. BULLER.

BODY RECOVERED IN HARBOUR AT CHINWANGTAO.

His many friends will hear with deep regret that no further hope can be entertained in connection with the disappearance of Captain Edward James Buller, of Messrs. Jardine Matheson's s.s. *Os Sang*. His dead body was recovered from Chinwangtao Harbour two days ago.

The funeral of the unfortunate gentleman took place yesterday in the cemetery at Shanhaikuan, whither the body was brought from the Mining Company's port. It will be remembered that Captain Buller was reported missing from his ship at Chinwangtao about a fortnight ago, and it was even then feared that he had fallen into the water when returning to his ship in the dark. The frozen state of the harbour precluded a thorough search, and it was not until the ice disappeared that the body was recovered.

Captain Buller was in the employ of Messrs. Jardine Matheson for something like twenty-three years, serving on various vessels of their extensive fleet. He was a general favourite and a capable and trustworthy officer. Deep sympathy will be felt with his widow in her sudden and tragic bereavement.

Dr. Helen A. Boyle.—This failure to make life interesting practically anywhere in the world is the worst accusation that can be brought against any system of education.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

On Saturday races were sailed by yachts of the handicap and one design classes for cups presented by Hon. Mr. Henry Keswick, Commodore of the Club. The weather, which for some days had been unsettled, was somewhat uninviting when the race started. A strong easterly wind, with nasty squalls and threatening rain, were its principal features, and it was evident that the qualities of the boats and their gear, as well as the capabilities of their helmsmen, were going to be well tested. The course was Stonecutters' Island (port), North Fairway buoy (port), and home. A fairly even start was made before the wind and the run down required very careful steering when Stonecutters' Island was cleared, and sails trimmed for the reach to the north fairway buoy. Dione, Iris, Colleen, Kolla and Kathleen were close together with Ayasha, Ada, and Dorothea bringing up the rear. The beat up the harbour was a strenuous one, the squalls increasing in force and frequency as the boats made their way eastward. Off Tsai-tai-sai the Ada, sporting her large jib, could not face the music and retired to her moorings. The Dorothea did the same, and the Iris, which appeared to fall away in the rough water, also gave up. The contest was thus left to Dione, Kathleen, Colleen, Kolla, Ayasha, Dione elected to keep near the Kowloon shore and lost ground by so doing. She however finished first. The Kathleen carried away her jib halyards when off the Oil Company's pier. Notwithstanding this the race between her and Colleen was most exciting. When approaching the finishing line Kathleen was leading by a short distance, but Colleen caught her up and passed her just as the gun fired.

There was only one second between them. Colleen thus won the cup, after a well sailed race.

For the one-design class the course was Trocas Rock buoy (port), north fairway buoy (port), and the boats again proved that although they are somewhat wet in a heavy sea they are good sea boats, and made good time in the long beat back over the foul tide. Halcyon and Ailsa were away first, with Alannah close behind, and on the run and reach to Trocas Rock buoy they kept close together, Halcyon leading by little more than a length. At the fairway buoy the order was the same, but Alannah had fallen back a little. After rounding the buoy the three stood over to Stonecutters, and it was soon evident that Halcyon was better balanced with her single reef, the others having two, and was able to point higher. Alannah, however, was sailing faster, and off Kowloon Point she was level with Halcyon, although under her lee.

Ailsa meantime had fallen away to leeward and was out of it. One long log from Stonecutters brought the leaders over to the Hongkong shore, near Ah King's, and by keeping closer in out of the tide and in the smoother water Halcyon went ahead, eventually winning by over two minutes. Bonito and Daphne also started. But the former was over the line too soon, and did not recross properly, so that she could not have won anyhow, whilst the latter, carrying a whole mainsail, gave up soon after the start.

After the races, the prizes, a handsome silver cup in each class, were presented by the Commodore, Hon. Mr. H. Keswick, who received three hearty cheers at the close of the ceremony.

WISDOM WHILE YOU WAIT.

Mme. Louise Barnolt.—A singer is only as great as his hearers think he is.

Mr. R. Catterton Smith.—It takes a very clever man to make a profit out of good art.

Mr. Cecil Sharp.—Our pastimes of to-day have produced a slouching gait; and the majority of young people have lost all sense of beauty in their bearing.

Mrs. Penny.—As prevention is better than cure, the scavenger, by cleaning our streets of poisonous rubbish, plays a really important part in society.

HONGKONG GENERAL CHAMBER OF COMMERCE.

ITS HISTORY OF STEADY ENDEAVOUR RELATED BY HON. MR. E. A. HEWETT.

The first thought that strikes the reader of the Hon. Mr. E. A. Hewett's brief, terse, but graphic history of the Hongkong General Chamber of Commerce, just published, is: "What would the Colony have done without that body? It is a history of fifty years of steady, public-spirited and commonsense endeavour in the interests of our trade, and not only our trade, but foreign trade and influence in all parts of China; a history of unwavering opposition to the laissez faire attitude of British officials, against the supineness and ignorance of the home authorities and against the retrogressive and obstructive policy of Chinese mandarins. To the Chamber belongs the credit for almost every progressive change in the life of Hongkong from the year 1861, when it was founded, to the present day. Its history proves it to have been an unrelenting foe to indifference in official circles, whether here, at Peking or in Downing street, and too much credit cannot be given it for the way in which, by letters, petitions, and public pronouncements, it has upheld the name of the Colony, vividly explained its situation, and ameliorated its life.

Short as Mr. Hewett's "History" is, it is too long for detailed mention in these columns, but a short account of the activities of the Chamber during the fifty years of its existence will serve to show how inestimably valuable it has been to Hongkong.

As early as 1862 the Chamber discussed the currency question, and two years later the establishment of a mint. From time to time until the present day the same question has been discussed, but it was in 1878 that the first resolution proposing the re-establishment of a mint—the first mint had been sold to the Japanese—was duly carried. The Government however unfortunately did not adopt the proposal and what, as we now know, would have proved a very profitable undertaking and a great boon to trade was thus lost to the Colony. At this meeting it was stated that the mint was closed by Sir Richard Macdonnell "in diametrical opposition to the wishes of the Banks and Merchants of Hongkong," and that it was closed "by an error of judgment."

At the annual meeting in Feb. 1880 the Chairman referred to the necessity in the interest of shipping for removing the Woon-sung Bar at the entrance of the Shanghai river—a question which even now is not quite satisfactorily disposed of.

The annual meeting held on March 14, 1883, was memorable for the very able speech made by the Chairman (The Hon. Mr. F. B. Johnson) in which he pointed out the weak position held by the present unofficial members of the Legislative Council, who being nominated by the Governor represented no one in particular. He urged the necessity for representative members being on the Council. He also gave a forecast of the needs, in coming years, of the Colony, among other matters urging the reclamation of the whole sea-frontage of the city of Victoria so that inter alia a suitable tram service could be maintained.

Severe criticisms were passed on the administration of the late Governor (Sir J. P. Hennessy) and reference was made to the very misleading speech recently made by him at Nottingham, a speech which the Chamber of Commerce in the interests of the Colony felt forced to reply to, in order to remove the erroneous impressions which such a speech, coming from such a source, must create in the minds of the people at home.

On January 2, 1884, a special meeting was held to elect a member of the Chamber as their representative on the Legislative Council. Her Majesty, having on the recommendation of the Governor (Sir George Bowen) been pleased to grant this privilege to the Chamber of Commerce. The only names submitted to the meeting was that of Mr. Jackson, (now Sir Thomas Jackson, Bart.) who thus became the first representative of the Chamber on the Legislative Council.

Harbour dues, the lighting of the harbour, the opening of the West River, the establishment of a quarantine station, the abolition of the system of allowing subsidized mail steamers, the status of men-of-war when in harbour, the old blockade of the port, the Government survey of the China coast, economy in the administration of the Colony, and the abandonment of the proposed convention between the Chinese Government and the Eastern Telegraph Co., which it was felt would greatly increase the telegraph rates, were among some of the activities of the Chamber down to the year 1890. Conspicuous in all its work was the absolute determination to oppose a work-kneed policy here, at home, or at Peking, and, as we hope to show in a future article on this most interesting little book, that determination has not lessened with the honourable years that have passed over the Chamber's head.

The Weather Forecast.



Forecast District.

- 1.—Hongkong and Neighbourhood, S. to E. winds, fresh; squally, some rain.
- 2.—Formosa Channel, N.E. winds, fresh.
- 3.—South coast of China between Hongkong and Loochoo, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Mrs. Jack (formerly of W. Powell & Co.) leaves by the s.s. Carmarthenshire for England.

Today's Advertisements.

TO LET.

FLATS in Nathan Road, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.

NEW AND COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate possession. Cheap Rental.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LD.

Hongkong, 15th Mar., 1911. [968]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KAMO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at 1 p.m. at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted but mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 21st March will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 14th Mar., 1911. [5]

OLOUET CHAMPAGNE

EXTRA DRY.

21 pints at \$22.50.

FRENCH STORE,

6 Queen's Road.

Hongkong, 15th Mar., 1911. [47]

To-day's Advertisements.

Theatre Royal.

For Two Nights only.

HENRY DALLAS

presents.

"THE FOLLIES"

(by arrangement with H. G. Polissier, Esq.) from

The Apollo Theatre, London.

TO-NIGHT, Mar. 15th, The Burlesque of "A Voice Trial."

THURSDAY, Mar. 16th,

The Last Night of the Season.

"Hamlet"

with H. G. Polissier's apologies to

W. Shakespeare, Esq.

Plans at MOUTRIE & Co. Hongkong, 15th Mar., 1911. [950]

FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"BORNEO,"

Captain W. H. S. Hall, will leave for the above places TO-MORROW, the 16th March, at daylight.

For Freight or Passage, apply to E. A. HEWETT, Superintendent.

Hongkong, 15th Mar., 1911. [4]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

| Steamers | Arrive Hongkong from Australia | Leave Hongkong for Australia |
|------------|--------------------------------|------------------------------|
| Aldenhams | Mar. 24. | April 5th, at Noon |
| Empire | April 7. | April 20th, at Noon |
| St. Albans | May 6. | May 27th, at Noon |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars, apply to Gibb, Livingston & Co., Agents. [967]

The Ship of the Desert is no less famous than Bouton Rouge and Felucca EGYPTIAN CIGARETTES

the two Perfect Brands made by Messrs. Maccaro Frères in Cairo.

Consignments of these Egyptian cigarettes are the most reliable and are in great demand in the world, and the most made in Egypt, where climate conditions are so favourable to their production.

Sole Agents: British American Tobacco Co., Ltd. Hong Kong.

The "Boar's Head" Brand of Guinness' Stout is the best and the most popular on the Market. Used by Naval, Military and Civil Hospitals.

Sole Agents: H. PRICE & CO., LTD., 12, Queen's Road Central, Hongkong, Hongkong, 9th March, 1911.

SOURD MILK.

We are making a speciality of Artificially Soured Milk this summer. Try it.

Professor Metchnikoff, in a book on the Prolongation of Life, strongly advocates the use of Soured Milk as a sure cure for indigestion, dyspepsia and morbid conditions of the digestive organs.

The Dairy Farm Co., Limited.

POPULAR

"ASAHI" BEER



PRICES:

4 Dca Quills \$ 2.00 per case

8 Dca. Pints \$13.50 "

Hongkong, 15th December, 1910. [3]

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

| From Hongkong | From St. John |
|---|--|
| "EMPRESS OF CHINA" Saturday, April 8th. | "EMPRESS OF IRELAND" Friday, May 5th. |
| "MONTEAGLE" Tuesday, April 18th. | |
| "EMPRESS OF INDIA" Saturday, April 22nd. | "ALLAN LINE" Friday, May 26th. |
| "EMPRESS OF JAPAN" Saturday, May 20th. | "EMPRESS OF BRITAIN" Friday, June 16th. |
| "EMPRESS OF CHINA" Saturday, June 10th. | "ALLAN LINE" Friday, July 7th. |
| "MONTEAGLE" Wednesday, June 23rd. | |

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line direct from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants, and their families, and to European Officials in the service of the Governments of China, Japan, and their families.

Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and equipment being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further information, Maps, Guide Book, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Paddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO. LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

| For | Steamship | On |
|---------------------------------|-----------------------------|----|
| SHANGHAI & SWATOW, WING SANG | Friday, 17th Mar., Noon. | |
| SHANGHAI & WATUNG | Saturday, 18th Mar., Noon. | |
| MANILA & YUEN SANG | Saturday, 18th Mar., 2 p.m. | |
| SINGAPORE & HOPE SANG | Saturday, 18th Mar., 4 p.m. | |
| SHANGHAI, Kobe & Mutsu, FUKUOKA | Sunday, 19th Mar., Noon. | |
| SINGAPORE, PENANG & KUTSAIRG | Monday, 20th Mar., Noon. | |
| AND CALCUTTA | Wednesday, 22nd Mar., Noon. | |

RETURN TOURS TO JAPAN, (Occupying 21 days).

The steamers "Kubang," "Namsang," and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Miji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Noyehwang.

† Taking Cargo on Through Bills of Lading to Kudu, Lahad Datu, Simpema, Tawao, Umkay, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATTHEWSON & CO., LTD.
Telephone No. 216.
Hongkong, 14th March, 1911.

THE
BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VAN COUVER and SEATTLE via SHANGHAI and JAPANESE PORTS.

| Steamer | Tons | Captain | On or about |
|------------------------------|-------|-----------|-------------|
| "HALLAMSHIRE" (Chartered) | 5,000 | G. Elliot | 6th April |

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Kooling if sufficient inducement offers.

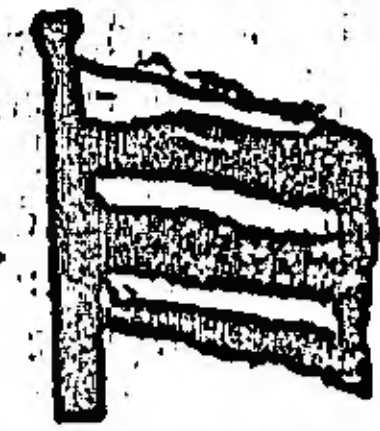
The Steamers of this Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucifer" and "Orion" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to America and Canadian Points.

For Rate of Freight or Passage apply to—
THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.
Telephone No. 780.
Hongkong, 16th February, 1911.

Shipping—Steamers.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

| DESTINATIONS. | STEAMERS. | SAILING DATE, 1911 |
|--|--|---|
| MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID. | KANAGAWA MARU, Capt. O. H. Butler, T. 7,000 HIRANO MARU, Capt. H. Finner, Tons 9,000 TANGO MARU, Capt. K. Kawara, Tons 8,000 | THURSDAY, 23rd March. WEDNESDAY, 23th Mar. at Daylight. WEDNESDAY, 12th April, at Daylight. |
| VICTORIA, B.C. & SEATTLE | KAMAKURA MARU, Capt. B. Kim, Tons 7,000 | SATURDAY, 25th Mar. for KOBE |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA | I-ABA MARU, Capt. K. Kawara, Tons 7,000 TAMBA MARU, Capt. K. Sato, Tons 7,000 | TUESDAY, 28th Mar. at Noon. TUESDAY, 26th April, at Noon. |

| | | |
|---|--|--|
| SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, Townsville and Brisbane. | YAWATA MARU, Capt. J. Nagao, Tons 5,000 NIKKO MARU, Capt. M. Yagi, Tons 6,000 | FRIDAY, 17th Mar. at Noon. FRIDAY, 11th April, at Noon. |
|---|--|--|

| | | |
|-----------------------|--|------------------------|
| SHANGHAI, MOJI & KOBE | HINGO MARU, Capt. S. J. G. Pearson, Tons 7,000 | WEDNESDAY, 22th March. |
|-----------------------|--|------------------------|

| | | |
|-----------------------------|---|--------------------------------------|
| NAGASAKI, KOBE and YOKOHAMA | KUMANO MARU, Capt. M. Winkler, Tons 6,000 | WEDNESDAY, 12th April, at 1 o'clock. |
|-----------------------------|---|--------------------------------------|

| | | |
|-------------------|---|----------------------------------|
| KOBE and YOKOHAMA | KAMO MARU, Capt. F. L. Sumner, Tons 9,000 | THURSDAY, 16th Mar. at Daylight. |
|-------------------|---|----------------------------------|

| | | |
|-------------------------------|--|----------------------|
| BOMBAY, SINGAPORE and COLOMBO | HAWATA MARU, Capt. A. Nishio, Tons 7,000 | TUESDAY, 21st March. |
|-------------------------------|--|----------------------|

† Fitted with new system of wireless telegraphy. † Gargo only. * Carries deck passengers. † Omitting Peking.

PASSENGER SEASON 1911

—SAILINGS AND PASSAGE RATES FROM HONGKONG

To Marseilles and London via Suez Canal.

| Steamers. | Tons | Leave Hongkong | RATES OF PASSAGE |
|-------------|-------|----------------|-------------------------------|
| Hirano Maru | 9,000 | 20th March | To London, per New Steamer |
| Tango | 8,000 | 12th April | 1st class Single... £650 |
| Kamo | 9,000 | 26th " | 2nd class Single... 325 |
| Aki | 7,000 | 10th May | Old Str. 1st class Single 500 |
| Mishima | 9,000 | 24th " | 2nd class Single 340 |
| | | | Return 495 |

To Victoria, B.C. and Seattle, Wash. U.S.A.

| Steamers. | Tons | Leave Hongkong | RATES OF PASSAGE. |
|-----------|-------|----------------|--------------------------------|
| Inaba | 7,000 | 23th March | To Pacific Coast Common Points |
| Tamba | 7,000 | 26th April | 1st class Single... £30 |
| Awa | 7,000 | 29th May | 2nd " " " £21 |
| | | | To London via New York |
| | | | 1st class Single... £60 |
| | | | via St. Lawrence |
| | | | 1st class Single... £59 |

With option of rail between calling ports in Japan.
Connecting with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage Sailing, &c., apply to
T. KUSUMOTO,
Manager.

CHINA NAVIGATION
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | STEAMERS. | To Sail. |
|--------------------------------------|----------------------------------|----------|
| SHANGHAI & NEWCHUANG | "ANHUI".....16th Mar., 4 p.m. | |
| SHANGHAI & NEWCHUANG | "SHANSI".....17th " 4 p.m. | |
| SHANGHAI & NEWCHUANG | "CHENAN".....18th " M'night. | |
| TIENTSIN | "KUEICHOW".....20th " 4 p.m. | |
| MANILA, CEBU & ILOILO | "TEAN".....21st " 4 p.m. | |
| HAIPHONG | "SINGAN".....22nd " 4 p.m. | |
| SHANGHAI | "LINAN".....23rd " 4 p.m. | |
| SHANGHAI | "CHINHUA".....25th " M'night. | |
| MANILA, CEBU & ILOILO | "KAIFONG".....28th " 4 p.m. | |
| MANILA, ZAMBOANGA & AUSTRALIAN PORTS | "TAIYUAN".....10th April, 4 p.m. | |

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Jinan, Chinkua), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
Fares:—\$45 single, \$80 return.
For Freight or Passage apply to
BUTTERFIELD & SWIRE.
Agents.
Telephone No. 15.
Hongkong, 15th March, 1911.

Shipping—Steamers.

TOYO KISEN
KAISHAIMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINE.

SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

| Steamer | Tons | Captain | Date of Sailing. |
|--------------|--------|-------------|--------------------------|
| Nippon Maru | 11,000 | H. S. Smith | Friday, March 17, 1 p.m. |
| Chiyo Maru | 21,000 | W. W. Green | Friday, April 11, 1 p.m. |
| America Maru | 11,000 | A. G. Stead | Friday, May 5, 1 p.m. |
| Tenyo Maru | 21,000 | E. Bent | Friday, May 12, 1 p.m. |

All Steamers are Equipped with the Japanese Government Wireless Telegraph and Post Offices.

The Triple Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on FRIDAY, the 17th March, at 1 p.m.

SO TH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of Mexico at MANZANILLO.)
Only Regular Direct Service to Mexican, Peruvian and Chilean Ports

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| Steamer | Tons | Captain | Date of Sailing. |
|---------------|--------|--------------|-----------------------------|
| Buyo Maru | 10,500 | K. Hashimoto | Wednesday, April 19, 1 p.m. |
| Hongkong Maru | 11,000 | H. Hino | Saturday, June 17, 1 p.m. |
| Kiyo Maru | 17,300 | H. Nishi | Tuesday, Aug. 15, 1 p.m. |

The Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, TALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 p.m.

FARES FROM HONGKONG:
To SAN FRANCISCO £ 45-0-0, Single
" NEW YORK " 60-0-0, "
" LONDON " 71-10-0, "
" " " " 120-0-0, Return 6 Months
" " " " 125-0-0, " 21 "

"SALINA CRUZ" or "MANZANILLO" Yen. 420.00, Single
"VALPARAISO" Yen. 570.00,
SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.
(These concessions apply to San Francisco Line Only.)
These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21 1/2 knots.
Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, Local Manager,
KING'S BUILDING (Opposite Blake Pier).

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES
TO
Marseilles, Havre, Antwerp, Rotterdam, Bremen, Hamburg
and New York.

Taking cargo at Through rates to all European Northern Continental Ports, London, Liverpool, Glasgow, etc., Trieste, Naples, Genoa, Ports in the Levant, Black Sea, Baltic, American and African Ports.

Next Sailings from Hongkong:

| OUTWARD. | HOMEWARD. |
|--------------------------------|----------------------------------|
| For Shanghai, Kobe & Yokohama: | For Marseilles, Havre & Hamburg: |
| Senegambia.....21th March | S.S. Silesia.....14th March |
| Suez.....7th April | For Havre, Rotterdam & Hamburg: |
| Bayern.....23th April | S.S. Sambla.....20th March |
| Bores.....6th May | For Bremen, Hamburg & Antwerp: |
| Scania.....13th May | S.S. Ambra.....23rd March |
| Slavonia.....4th June | For Havre, Rotterdam & Hamburg: |
| | S.S. Preussen.....30th March |

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

HONGKONG—
PHILIPPINES.

PHILIPPINES
STEAMSHIP CO.

| Steamship. | Tons. | Captain. | For | Sailing Date. |
|------------|-------|-------------|-----------------------|----------------------------|
| ZAFIRO | 4000 | M. C. Smith | MANILA, CEBU & ILOILO | MONDAY, 20th Mar. 4 p.m. |
| RUBI | 4000 | S. Crosby | MANILA, CEBU & ILOILO | THURSDAY, 30th Mar. 4 p.m. |

For Freight or Passage apply to
SHEWAN, TOMES & CO.
GENERAL MANAGERS.
Hongkong, 11th March, 1911.

Shipping—Steamer.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer
"DEVANHA,"

Captain H. Powell, expected to arrive on or about 6 a.m., 16th March, 1911, will leave for the above port at daylight, on the 17th March, 1911, after her arrival with the next English Mail.

For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 14th Mar. 1911.



The Peninsular & Oriental
Steam Navigation
Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, CENTRAL and AMERICAN PORTS.

THE Steamship

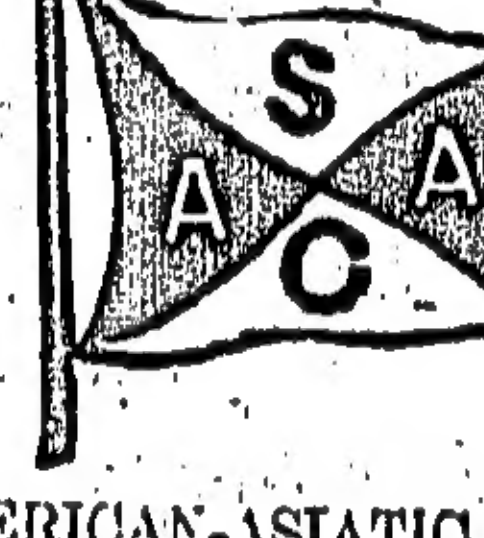
"MARMORA,"
Captain G. H. C. Weston, R.N., carrying 115 Maestri's Bells, will be despatched from this for London direct, via Bombay, on SATURDAY, the 18th March, 1911, at Noon, taking passengers for the above ports.

Silk and Valuables, all cargo for France and London will be taken direct by this mail steamer, without transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 6th Mar. 1911.

Hongkong to Boston and New York.



AMERICAN-ASIATIC S.S. CO.
FOR BOSTON, NEW YORK via PORTS & SUEZ CANAL (With liberty to call at the Malabar Coast).

S.S. "LOWTHER CASTLE" on SATURDAY, 18th March, 1911. For Freight and further information, apply to

SHEWAN, TOMES & CO.
General Agents.
Hongkong, 10th Mar. 1911.

EASTERN and AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY & MELBOURNE, (Call at Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"
Captain Pilder, will be despatched as above on WEDNESDAY, the 6th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 10th Mar. 1911.

Regular Steamship Service to New York, via PORT and SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG:
FOR BOSTON AND NEW YORK
S.S. "CHAZER".....About 7th April
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 14th Mar. 1911.

THE TOYO KISEN KAISHA.

In reference to the prospects of the Toyo Kisen Kaisha, the "Hochi" notes that the company's dividend to shareholders will in future be greatly affected by the amount set aside every year for depreciation of the company's fleet, and also by the amount to be set aside to make up the depreciation reserve which has been in arrears for the past five business periods of the company. Our contemporary notes that the net profit made by the company for one year has not once exceeded ¥1,000,000 since its establishment. The business of the company for the last half year—the second half of 1910—was exceptionally prosperous, and the net profit for the period amounted to ¥600,000. This exceptionally successful result cannot be taken as the standard of profits for deep-sea navigation business, which is constantly changing. Even supposing that the company will be always able to make the same good profits as for last half-year, amounting to ¥1,200,000 a year, when ¥880,000 is set aside yearly for reserve for depreciation, in accordance with the Articles of the company, and ¥60,000 for the legal reserve, the balance left out of the profit will be ¥260,000. If the amount to be added to the reserve for depreciation of vessels were not in arrears, the balance of profit left would be available for dividend on the preferential shares (new shares). The reserve for the depreciation of vessels in arrears, however, amounts to ¥2,080,000, and if ¥260,000, the annual profit after providing for reserves, is used to make up the reserve in arrears, it will take eight years to get clear. During this time not a penny could be paid in dividends, either on the new or old shares. Upon the expiry of this eight years, however, a dividend of 10 per cent. could be paid for the preferential shares, on which ¥2,000,000 is now paid-up, but this rate would be 2 per cent. less than promised. This being so, there is no chance of the old shares receiving any dividend before a remarkable increase is made in the business and profits of the company.

The company's steamer "Shun-yo-maru" just launched at Nagasaki will be placed on the service in August or September next, when the financial position of the company will be rendered still less favourable. The new steamer will bring in more navigation subsidy and an additional revenue from freight, but at the same time, about ¥200,000 must be added yearly to the reserve for depreciation in the value of this steamer, which cost between ¥3,500,000 and ¥4,000,000, and for the settlement of the price of this steamer the ¥3,000,000 remaining unpaid on the new shares must be called up, as no more debentures can be issued, debentures being already issued to the total amount of the capital. When the balance unpaid on the new shares is called up, another ¥100,000 will be required for preference dividends. Thus the completion of the "Shun-yo-maru" will add to the expenditure of the company, and cannot bring in additional profit sufficient to leave a balance for dividend on the old shares. The troubles of the company, concludes the "Hochi," are deeply rooted, and an improvement is out of the question until the board of directors has effected some sweeping reforms.

COLLISION AT MOJI.

We learn from a Shimonosaki dispatch that the steamer "Shun-sho," 1,540 tons, owned by a Korean at Genan, whilst leaving Moji on the morning of the 4th instant with a cargo of coal, got out of control and was carried by the current against the bows of the British steamer "Bendoran," which was lying at anchor. One of the "Shun-sho's" masts broke and fell on to the Captain's cabin; while the vessel had a large hole 4 feet by 2 feet stove in the side, and had to be beached to prevent her from sinking. About 3 feet of the bow of the "Bendoran" was stove in, but the vessel made no water.

FESTIVAL OF EMPIRE.

Their Majesties King George and Queen Mary have intimated their intention of being present on May 12 at the great Empire Concert which is to be held in connection with the Festival of Empire at the Crystal Palace.

Arrangements have now been concluded for the holding of a series of grand Empire carnivals. The City of London Corporation has voted £200 for the construction of a car symbolic of the life of the capital of the Empire, while a number of other cities in Great Britain are sending cars. There will also be emblematical cars for each of the Oversea Dominions, and others to represent great industries. In all there will be fifty huge cars.

During the coronation period there will be a carnival parade from Hyde Park to the Crystal Palace and this, both in size and beauty, will surpass anything ever attempted in Europe. Of the many ambitious spectacles the six chief ones will be: The wheat fields of Canada, the tea plantations of India, the vineyards of Australia, the geysers of New Zealand, and the gold and diamond mines of South Africa.

The interesting exhibits in the various government buildings will include thirty tableaux. The "Romance of Empire." These will graphically and truthfully illustrate what British settlers had to contend with in the early days, and how the history of the overseas dominions has been made.

The Duke of Marlborough is sending from Blenheim Palace a priceless gallery of paintings which deal with the history of the Empire and portraits of men who have helped to make that history. The photographic clubs of Great Britain and the overseas dominions will hold a competition; while the section devoted to photography will be unique.

LAWN TENNIS.

HONGKONG CRICKET CLUB TOURNAMENT.

Two other games were played yesterday in the second round of the Haikwan cup competition and resulted as follows:—
Major Stubbins-Palmer and Captain Crawford beat Col. Stacepole and Captain Addison, 6-2; 6-0.

R. F. C. Master and M. Reader Harris beat R. F. Saunders and T. Hase, 6-2; 6-1.

Event "B" Single Handicap "A" class.

The first two games in the first round of this class were played yesterday, and the results are:—
Dr. G. E. Aubrey beat C. Willson, 6-0; 6-2.

S. E. Green beat C. H. Rose, 4-6; 6-3; 6-3.

"B" Event Single Handicap "B" class.

One more game was played in this class.

A. P. F. Bonquette (owes 15) beat H. R. Wells (reces. 3/6); 5-7; 6-4; 6-1.

Event "D" Professional Pairs.

The game played yesterday in this event resulted as under:—
Captains Brierley and Crawford (Army) beat Messrs. H. Eggers and W. A. Zedelius (merchants), 6-2; 6-0.

A NON-TREATY PORT.

PROTEST AGAINST FOREIGNERS AT KUNG YAK.

(THE "TELEGRAPH" CORRESPONDENT)
Canton, March 14.

The commercial community and the people of Sun-ning district have petitioned the Canton Viceroy against the opening of Kung Yak, which is not a treaty port, to foreign trade, as has been done by certain merchants, who have induced steamers flying foreign flags to ply between Macao and Kung Yak.

The petitioners are afraid that the running of foreign steamers into a non-treaty port will be followed by the smuggling of arms and ammunition into the interior, besides other merchandise taxable by the Customs.

The petition is now under the consideration of His Excellency the Viceroy.

Bubonic plague has broken out at Spokane, Washington. Sixteen persons have been attacked by the disease and three have died.

Entertainment

THE BLOU SCENIC THEATRE.

(FLOWER STREET.)

Miss May Maxwell BALLADIST
Miss Grace Vyeene SERIO and DANCER
Miss Vera Ferrace COMEDienne
Mr. Bob Stephenson HUMORIST

and

THE BIOMARA.

Hongkong, 9th March, 1911.

[737]

Intimations.

REASONS WHY

YOU SHOULD SEE US FOR YOUR OPTICAL NEEDS.

Our Experience extends over a period of fifteen years of successful business.

We Spared No Expense in equipping our offices with the latest and best appliances for measuring eye defects or turning out perfect lenses.

You Owe It to Your Eyes to visit the place that is prepared and equipped to do the best grade of work. Our optical parlours are the best in South China.

Lenses are Ground and Polished on the premises. Call and see our machinery in operation.

Philippine
Offices
76, Esplanade,
MANILA.
CLARK & CO.
SCIENTIFIC OPTICIANS
HOTEL MANSIONS HONGKONG

WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Vœux Road Central.

Hongkong, 6th March, 1911.

[497]

FOR SALE.

VEGETABLE and
FLOWER SEEDS
GARDEN FERTILISERS
Books on Gardening, &c.

Used Postage Stamps
in Single Sets, Packets and Bags.
All Philatelic Goods.
VIEW POSTCARDS.

Manila Cigars & Cigarettes.
&c., &c., &c.
Inspection invited.

GIACA & CO.
Hongkong Hotel Building, Hongkong, 4th Mar., 1911.

[874]

JUST UNPACKED

A New Consignment of

ARTIFICIAL WREATHS

in

PATENT DOME CASES.

Simple, Strong, and Effective.

All Sizes—MODERATE PRICES.

C. E. Warren & Co.

30 & 32, Des Vœux Road, Central.

Hongkong, 4th Mar., 1911.

[874]

SHIPBUILDERS, SALVORS AND REPAIRERS—BOILERMAKERS,

FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,

Engines, Boilers, Railway Rolling Stock, Bridges, and all

Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic & Pneumatic Tools,

installed throughout the Works.

50-ton Hydraulic TESTING MACHINE

for Chains, Wire Ropes, Rivets

and Metal Specimens.

TAKOO DOCKYARD & ENGINEERING CO.

OF HONGKONG, LIMITED.

TAKOO DOCKYARD, HONGKONG.

GRAVING DOCK.

75 ft. by 8 ft. by 8 ft. 6 in.

Pumps empty Dock in

2 1/2 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons

displacement, providing conditions for

painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANES THROUGHOUT

THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery,

Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN.

Entertainments

"THE EMPIRE"

CINEMATOGRAPH THEATRE.

Des Vœux Road Central.

(Opposite the Central Market).

THE GRAND DRAMATIC HISTORIC PICTURE

THE FEAST OF BALTHAZAR.

The Donnelly's Big Novelty

AND

The Clover Dancers.

DENS CARNEY—GREAT COMEDIAN.

Hongkong, 15th Mar., 1911. [852]

VICTORIA SKATING

RINK.

(close to Empire Cinematograph)

DES VŒUX ROAD CENTRAL.

5 SESSIONS DAILY.

POPULAR PRICES.

Hongkong, 1st Mar., 1911. [880]

GREEN ISLAND CEMENT

COMPANY, LIMITED.

PORTLAND CEMENT.

In Cans of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 16th Aug., 1910. [834]

THE BRITISH FOREIGN

IMPORT & EXPORT COM-

PANY, Central Buildings, Liverpool,

England, is prepared to receive Con-

signments of Local Produce on best

terms. [485]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

司公隆廣李

CABINET-MAKERS AND ART

DECORATORS.

from Shanghai, has re-opened the

FURNITURE STORE

at

No. 59, Des Vœux Road Central.

The only Shop in Hongkong with

this name.

WHERE HIGH-CLASS

FURNITURE of every des-

cription can be made to order in any

design required.

Have been patronised by the

Hongkong Club, Hongkong Hotel,

Telegraph Co., Messrs. A. S. Watson

& Co., Firms and other leading

Establishments in the Colony, to whom

reference can be made as to the

Superior Workmanship and Materials

of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd.

write as follows:—

"We have pleasure in stating that

Mr. LI KWONG LOONG

furnished the Annex to our

Dispensary and gave us every

satisfaction."

(Sd.) A. S. WATSON & Co.

13th May, 1891.

ORDERS punctually attended to

and CHARGES most moderate.

A.V. INSPECTION INVITED.

Hong'g. 9th Aug., 1908.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCOW AND RETURN.

(Occupying 9 to 10 days.)

STEAMSHIP: CAPTAIN: LEAVING: FRIDAY, 17th March, at 11 a.m.

Haiching: Capt. W. C. Pownall: TUESDAY, 21st March, at 11 a.m.

Haiyang: Capt. A. E. Hodgins: FOR SWATOW AND RETURN. (Occupying 3 Days).

Haimun: Capt. A. H. Stewart: SUNDAY, 19th Mar., at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co., General Managers.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Australia.)

THE Steamship

"LIGHTNING."

Captain E. P. Smith, will be des-

patched for the above ports on SATURDAY, the 18th inst., at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 13th Mar., 1911. [964]

Intimations.

OXFORD LOCAL EXAMINATIONS.

ENTRIES for the JULY EX-

AMINATION will be received by the undersigned up to WEDNES-

DAY, THE 15TH INST., at Noon.

E. RALPHS,

Hon. Local Secretary.

Hongkong, 8th Mar., 1911. [945]

A L'ING & CO.

FURNITURE AND PHOTO

SUPPLIES.

DEVELOPING, PRINTING & ENLARGING.

19, Queen's Road. [863]

MAN CHEONG,

10, WELLINGTON STREET CENTRAL,

HONGKONG.

SWATOW DRAWING WORK.

Gentlemen and Ladies'

TAILORS & OUTFITTERS.

Embroidery, Pongee Silk, Glass Cloth

Canton Silk and Lace, &c., &c.

Hongkong, 23rd January, 1911. 889

'PHONE

482.

HONGKONG

MOTOR

GARAGE.

Try Our

40 H.P. OLEUM CAR

6 SEATS

\$8 An hour

24 H.P. RAMBLER CAR

4 SEATS

\$7 An hour

12 H.P. REO CAR

3 SEATS

\$5 An hour

We Repair

CYCLES,

TYPEWRITERS,

MOTORS,

AT

REASONABLE PRICES.

DRAGON CYCLE

DEPOT

63, Des Vœux Road Central. [46]

Hongkong, 13th Mar., 1911. [600]

Consignees.

NORDDEUTSCHER LLOYD,

BREITEN.

IMPERIAL GERMAN MAIL

LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUTZOW,"

having arrived, Consignees of cargo are

herby informed that their Goods, with

the exception of Opium, Treasures and

Valuables, are being landed and stored

at their risk into the hazardous and/or

extra hazardous Godowns of the

Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon,

and West Point Godowns, whence

delivery may be obtained.

No claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the

16th of March, will be subject to rent.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the

16th of March, at 9.30 a.m.

All claims must reach us before the

20th of March, 1911, or they will not

be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned

by the undersigned.

